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AROUND THE LAKES.

CLEVELAND.

Captain J. W. Cramer of the schooner S. V. R. Watson was in the city this week.

There is a letter at this office for A. Parks, steam yacht builder. Official business.

Captain C. A. Dubois, who has been sick for a number of weeks, died at six o'clock Tuesday morning.

Wednesday of this week the local inspectors inspected the steamers John N. Gliddon and W. P. Thew.

The tug Record, with barges carrying one million feet of lumber from Bay City arrived at Tonawanda on Sunday.

Captain Edward Dahlke is making good progress in rebuilding the tug American Eagle, burned off this port last fall.

The river at several points badly needs dredging, and it is to be hoped that means to that end will soon be adopted.

In order to keep up with the times H. J. Webb & Co. have removed their office to room 27, second floor of the Arcade building St. Clair street.

In the survey of the schooner A. C. Maxwell, Messrs. Radcliffe, Murphy and Miller represented the owners, and Captain Rardon the insurance company.

The tug S. S. Stone went on Smith's boxes for a new wheel; scow Eugene Vista for some calking; lighter Stang & Gilmore for some calking, and the Cleveland Provision Company's scow for a general overhauling.

Local Inspector DeWolf & McGrath were at Fremont last Tuesday. Next Monday they go to Toledo and Tuesday to Fremont again. They have been very busy this spring.

A small new passenger steamer has been completed at Fremont, Ohio, and is named the Col. Bartlett. She is owned by Mr. John G. Smith of Fremont and is intended for service on the Sandusky river.

The propeller J. H. Devereux, Captain T. Wilford, Engineer Q. Miller, made the run from Cleveland to Duluth in three days and fifteen hours. When this time is beaten we would like a notice of the fact sent in to this office. The Devereux has a Globe wheel and Globe machinery.

At Globe drydock the propeller Kalkaska took on a new wheel; the S. L. Watson a new piece of keel; the A. C. Maxwell was in for survey; the scow J. U. Porter had butts calked and a leak stopped; the steamer W. P. Thew had a leak stopped and got a new sea cock pipe.

The Detroit Tribune says: The tug Samson, for twenty-two years in service on the lakes and river, passed this way with two barges she is apparently in as good condition as ever. She was built at St. Catharines, and has been once burned. The Samson has had much material improvement added during the winter consisting of machinery compounded, new boiler, and necessary repairs to woodwork.

The proposals received for the building of a stone filled jetty at Presque Isle, have been opened, and the following are the bids: Castle Southerland, East Saginaw, \$5,481.12; J. Louis Lina, Erie, Pa., \$7,206.18; D. E. Bailey, Buffalo, \$5,257.77; Strong & Gilmore, Lorain, O., \$5,184.91; Yates & Brotherton, Jackson, \$7,459.61; Alonzo F. McKenzie, Ashtabula, \$6,767.12; L. P. & J. A. Smith, Cleveland, \$7,474.93.

We take the liberty of directing the attention of readers to the card of the Forest City cigar store, Thomas Ligget, proprietor, on the 5th page. Mr. Ligget has at a time and in a manner unknown to us bestowed upon the MARINE RECORD the honor of having the first page of the favorite paper of the lakes engraved, which he uses upon a fine brand of cigars. The cigar in question is manufactured from the finest selected tobacco and does not contain any drug or artificial flavor. A neat brand of the tug

Record appears upon the outer side of the box cover.

CHICAGO.

Special to the Marine Record.

Grain freights are firm and plentiful at $3\frac{1}{4}$ c and $3\frac{1}{2}$ c on corn and wheat to Buffalo, and in proportion to other ports. The strike has interfered greatly with lumber freights, but the outlook is better, several vessels having gone off the market to unload up the river. The V. O. T. Company put three more of their tugs in commission on Tuesday, the J. V. Taylor, Captain J. Shea, the Thomas Hood, Captain John Jurgens, and the A. A. Carpenter, Captain James Inman.

The tug A. Mosher, of Dunham's line, is stationed in the lumber district, as a fire boat, in the employ of the city authorities.

The schooner Amsden, Captain Loughlin, which arrived here Friday morning with lumber from Frankfort, looked badly broken up in consequence of her having been run into by the tug Gregory the previous Tuesday night, off Frankfort pier. The Amsden's stern was so badly damaged that she went to the drydock for a new one as soon as her cargo was discharged.

The L. M. & L. S. T. Company's passenger and freight steamer City of Duluth, Captain Lyman Hunt, left Chicago for Duluth and intermediate ports, on Friday, with a number of passengers and a full cargo of merchandise. This is her first trip of the season from this port, and she looks splendidly after her rebuild at Buffalo during the winter. Her saloon, cabins and state rooms are fitted up elegantly with all modern improvements for the comfort of her passengers.

The schooner Lottie Cooper, Captain H. Smith, arrived Monday from Colboy's Bay, Georgian Bay, with cedar ties. She carried a load of grain from this port to Collingwood, making a very successful first round trip.

Captain Wm. F. Mitchell's new command, the steambarge Oswegatchie, arrived here with one of her consorts, the schooner J. D. Norris in tow, light, from Michigan, where they unloaded the lumber they loaded at Bay City on their way up from Marine City, where Captain Mitchell purchased them and fitted them out.

Captain Samuel Murdoch arrived Tuesday morning with his new command, the schooner Harvey Bissell, laden with cedar posts and poles from Drummond's island. She was laid up at Detroit.

The schooner L. J. Conway, lumber laden, arrived here Tuesday in tow from Michigan City in poor state. She is dismantled, her bowsprit and jibboom gone, stem damaged, and her stern on the starboard quarter smashed in. In fact, she is a complete wreck. She sustained the damage by going on the breakwater at Michigan City last week.

Captain M. Maloney, of the schooner Gilbert Knapp, reports that the fog horn at Evanston was not sounding Monday morning last until after 9 a. m. The weather was very foggy all night and he was in the vicinity of Evanston for some hours, but heard no sounds from the fog horn.

The steamship Tacoma, Captain La Salle, arrived Tuesday morning, her second appearance at this port, from Buffalo, this season.

The Northern Michigan Company's passenger and freight steamer Lawrence left Chicago Saturday night for Cheboygan and intermediate ports with passengers and merchandise. She received a thorough rebuild at Manitowoc last winter, and is in excellent condition for her season's work. Captain George Thorpe is in command, S. S. Burke engineer, F. W. Burke clerk, and Wm. Plumsteel steward.

Captain Harry Espland is fitting out the Scotch-built cutter yacht Verve, getting her ready for the yachting season.

The steambarge W. H. Gratwicke, Captain John Mitchell, and consorts S. E. Marvin, Captain John Hazen, and R. L. Fryer, Captain Wm. Crockett, arrived with cedar from Alpena Saturday afternoon.

The schooner Helen Pratt, Captain James Clark, arrived Friday from Pier Port with lumber, having completed her first round trip this season in five days.

Captain J. E. Shea has resigned command of the Chicago Towing Company's tug J. H. Hackley, and gone into the service of the V. O. T. Company, in command of the tug J. V. Taylor, which he commanded last season.

Captain David Dall returned from Grand Haven Saturday where he has been superintending the fitting out of his new purchase the schooner Presto. The Presto arrived Sunday from Grand Haven with a load of wood. Captain R. Cassidy is in command of her.

William R. Kuehle, formerly engineer on the pleasure steamer J. W. Parmelee, will this season command the steamer Pearl, and will run excursion trips from the foot of Randolph street to the water works crib and Lincoln park. Captain H. Dahlke has fitted out the Parmelee, ready to run excursions in conjunction with the Pearl.

At the Chicago Drydock Company's the schooner Higgle was in dock for calking and a new rudder post; the schooner Amsden for a new stern; the propeller City of Duluth to have a leak stopped; the propeller F. F. Faxton for calking and a new wheel; the tug Belle Chase for a new stern bearing and calking; the schooner Black Hawk for leak stopping. The men working at this shipyard struck for eight hours for a day's work and \$2.50 per day. A compromise was made, the men agreeing to take \$2.40 per day or eight hours. They formerly received \$2.75 for ten hours.

At Miller Brothers' Drydocks the tug Munson was in dock for a new stem; one of Munson & Burdick's dredges to have a leak stopped; the propeller Fayette for a new wheel; the schooner Adriatic to have a leak stopped; the schooner yachts Countess and Argo for repairs, a general overhauling, scraping and painting.

Captain John Warren, government inspector of hulls, has been removed. Notice to that effect was received yesterday from Washington. Captain Warren has filled the position with much credit for a long term of years.

WILLIAMS.

MICHIGAN CITY.

The schooner L. J. Conway owned by the Muskegon City Mills, was wrecked here between 12 and 1 o'clock Friday morning, by running square upon the breakwater. A choppy sea was washed back from the breakwater at the time, and the vessel was tossed back and forth until she was completely dismantled. Her jibboom, bowsprit, and rigging were carried away, and when she was finally towed into port she was a complete wreck above water. Her port side was also stove in. The accident was due to a confusion of the harbor lights. The loss will amount to over \$1,000, with no insurance. The cargo was not damaged.

ERIE.

The new hard coal trestle was officially tested by the P. & E. officials Tuesday and worked satisfactorily. From results it is expected it will load a boat of the largest size in three hours. During the test while drawing two cars up the inclined plane the hauling rope broke and allowed them to rush back upon the track below where they ran into some loaded cars and badly wrecked four.

KINGSTON.

The schooner Gipsy, of Clayton was hauled out for a general overhauling at Davis' yard.

The steamer City of Belleville of Ogdensburg, will be repaired at Davis' yard.

BUFFALO.

There appears to be a movement to force coal freights up. The propeller lines have agreed not to carry any for less than 60 cents to Chicago and not at that rate until a meeting has been held.

The propeller Onoko with 89,500 bushels of wheat and the Nebraska, with 15,000 barrels of flour were the first arrivals of the season from Duluth.

The schooner Pensaukee had her damages repaired at Mills drydock.

The steamer V. H. Ketchum, with ore from Marquette, arrived Sunday morning, the first boat this season from Lake Superior. The propeller Nebraska, with flour from Duluth, came in an hour later. Both will return light; the Ketchum to Marquette, she being under charter for another ore trip, and the Nebraska to Duluth, she being engaged to bring down flour during the season.

The new steamer Simon Langell, arrived Sunday night with lumber from Bay City on her maiden trip. She carries about \$700,000 feet and is a fine looking boat; gross tonnage 845.87 and net 677.88; official number 116,091.

Mr. S. V. Parsons has been engaged on the survey of the propeller African, burned at Owen Sound last season. The appraisal fixes the damage to the hull at \$7,096; engine, etc., \$1,700; outfit, \$1,550; total, \$10,346. She is insured for \$15,000 in the Aetna, Hartford, and one other company. The damage to the Grand Trunk transfer steamer Huron by the ice is fixed at \$5,584.

The Buffalo Express says the new steel steamer Susquehanna, building at the Union yard for the Anchor Line will be in frame in about a week. A good part of the plate has been fastened.

The conflict between the fire and marine insurance companies over liability on the propeller Buckeye, burned last summer, is not settled yet. The suits brought by the owners against both sets of companies are to be tried in Chicago.

Owners are now taking the bears by the ears and insist on 60 cent coal freight.

The barges Detroit, Bella and Maggie load lumber at Tonawanda for Montreal destined for export.

A space of about 400 feet front at the upper end of the Erie coal chutes is being prepared for the accommodation of A. Langdon & Co's soft coal trade. The dock formerly occupied by that firm has been taken by other parties.

Judge Corlott, in special term of the Supreme Court, has handed down a decision denying the appeal in the case of L. Dimick, who was convicted of grand larceny recently, on one of the many indictments brought against him in the insurance suits of the "Big Four." A further appeal will be taken to the general term of the Supreme court.

FRANKFORT.

Special to the Marine Record.

During the nights of the 4th and 5th the schooner C. Amsden, on her trip from Chicago to Frankfort, was sighted abreast of here, and tug John Gregory steamed out to tow her inside. While coming about, by some miscalculation of the tug, and while under full steam, she ran into the schooner's stern, crashing through the yawl, breaking the davits, and cutting a large hole in the starboard quarter. Some temporary repairs were made, and the schooner left for Chicago, taking only a small cargo of lumber. On her arrival there she will be placed in drydock and receive a new stern. The damage will amount to about \$300.

The steamship Gratwicke and two barges are expected here about the 15th to take two million feet of pine lumber to Tonawanda.

A fish smack foundered in the gale of Thursday, near the harbor. Loss, \$400. The crew was saved.

BURMEISTER.

Continued on 3th Page.

MARITIME LAW.

SHIPPING—LIMITED LIABILITY ACT—
WRECKED VESSEL.

Craig Administrator vs. Continental Insurance Company.
Circuit Court E. D. Michigan, February 8, 1886.

On motion for a new trial. Plaintiff was the administrator of the estate of John Carbry, deceased, who, at the time of his death was the engineer of a steam pump on the barge Enterprise. On November 20 1883, while on a voyage from Sarnia to Lake Superior, the Enterprise went ashore on Green Island, in the northern part of Lake Huron. While in that condition she was abandoned to her underwriters of which defendant was one. These underwriters were represented by Crosby & Dimock, general insurance agents at Buffalo. Upon receiving notice of the loss, Crosby & Dimock sent word to Captain Rardon, their wrecking master, to organize an expedition to go to her relief. Rardon was what is called a marine inspector of four insurance companies, represented by Crosby & Dimock. Among his other duties was that of rescuing wrecked vessels and getting them to a port of safety. He carried a card, upon the back of which were printed the names of four insurance companies known as the "Big Four," one of which was the Continental. The face of this card contained his name and the words "Marine Inspector." Upon receiving these instructions he hired the tug Balize and certain steam pumps and went to Green island. Upon arriving there he found the Enterprise had been lying ten or twelve days upon the beach, got her off without great difficulty and started to take her to Detroit. John Carbry, the plaintiff's intestate, was the engineer of the steam pump, and in the immediate employ of the owner of the pump. About half way down the lake, and off Point aux Barques, the Enterprise suddenly filled and sank with all on board.

The plaintiff claimed that Rardon was negligent in attempting to cross the lake at this season of the year, without having made a more thorough examination of the vessel's condition before setting out. He recovered a verdict for \$8,000, and the defendant moved for a new trial.

F. H. Canfield, for the motion.
Don M. Dickinson, for the plaintiff.
Brown, J.

The most important question in this case, and one which goes to the entire merits of the plaintiff's claim arises upon the request of the defendant to charge that the limited liability act is a complete bar to the action. This act, which, so far as it is applicable to this case, is embodied in Rev. St. Sec. 4283, declares that, "The liability of the owner of any vessel, for any * * * act, matter, or thing, loss, damage, or forfeiture, done, occasioned or incurred without the privity or knowledge of such owner or owners, shall in no case exceed the amount or value of the interest of such owner in such vessel and her freight then pending." It is conceded in this case that the Enterprise became the property of the defendant by virtue of the abandonment, and that she became a total loss at the time of the death of Carbry. If the act applies to this case, it follows that the liability was extinguished by the sinking of the vessel. There is no doubt that when the loss is total this fact may be pleaded, and no proceedings under the statute are necessary. The Scotland, 105 U. S. 24.

It was suggested upon the argument that the statute did not apply to a vessel in the condition of the Enterprise; but this objection is without force. She was still a vessel, though seriously injured by the stranding, and was in a condition to do damage to other property. It certainly can not be law that the owner loses the protection of the act the moment his vessel goes ashore, and that he must abandon her then at the peril of waiving this defense.

It is further insisted, however, that the act does not apply, as the negligence was without the privity or knowledge of the owner. This position assumes that the knowledge and privity of Rardon was that of the insurance company; in other words, that he stood in the position of owner to this vessel. Upon the trial of this case I felt very grave doubts as to the soundness of this proposition, but decided to give plaintiff the benefit of this doubt, that the question might be more carefully considered upon motion for a new trial. None of the reported cases are decisive. Few of them throw any light upon the point. It was held in Walker v. Transportation Co., 3 Wall 150, that the owners of the vessel were entitled to the benefit of the act, notwithstanding the negligence of their officers and crew; in other words that the negligence of the owner must

be personal negligence; but the question who is the person whose negligence shall deprive the corporation owner of the benefit of the act was not considered. This ruling was followed in the Whistler, 2 Sawy, 348, and in Chisholm v. Northern Transportation Co., 61 Barb. 383. Such is also the rating of the English courts. Wilson v. Dickson, 2 Barn. & Ald. 2-13; the Warkworth, 9 Prob. Div. 20. In Lord v. Gooddall 4 Sawy, knowledge of the managing officers of the corporation must be regarded as the privity or knowledge of the managing officers of the corporation itself; citing Philadelphia, etc., R. Co. v. Quigley, 21 How. 202 and Hill Manufacturing Co. v. Providence, etc., S. S. Co., 113 Mass. 495 wherein it was said in reference to this act, that "If the owners are a corporation the president and directors are not merely the agents or servants, but the representatives, of the corporation, and the acts, intentions, and negligence of such officers are those of the corporation itself."

These appear to be the only cases in which the point is alluded to. If the question were whether Rardon was a fellow servant of Carbry, in such sense as to make the corporation responsible to the plaintiff for his negligence, we should have no hesitation in saying, upon the authority of Hough v. Railway Co. 100 U. S. 213, and Chicago etc. R. Co. v. Ross, 112 U. S. 377, S. C. 5 Supt. Ct. Rep. 184, that he was not. But in this class of cases the question is not one of exemption, but of limitation of liability. This act does not contemplate that the owner shall be exempt from liability by reason of the negligence of his servants, but that his liability shall be limited to his interest in the vessel, unless his personal negligence shall have contributed to the loss. Rardon was not an officer of the corporation. He was not its general agent. He was the marine inspector or wrecking agent of four companies of which defendant was one. He was not even employed directly by the corporations, but by Crosby & Dimock, their general agents at Buffalo; and so far as the record shows, neither the president or directors of these corporations had any knowledge of his appointment. His powers were no greater than those of a master of a vessel, whose authority to employ assistance when his ship is stranded is beyond dispute. If the owner had been an individual instead of a corporation, it would have seemed clearer that Rardon did not stand in his place, but the law applicable to the case would be the same. We are entirely clear in our opinion, that the case is within the act, and that the judgment should be for the defendant.

The verdict will be set aside and a new trial granted.

TWO HARBORS.

There are two bays at the port Two Harbors, which are separated from each other by a headland, Burlington bay being the more easterly of the two. Agate bay is 3,600 feet wide at the entrance and extends into the shore about 2,100 feet. Burlington bay is 5,400 feet wide, extending into the shore about 2,800 feet. Both bays are generally deep, the depth of water ranging from ten to sixty feet, the greatest depth being at the entrance. The bays are open to the south and more or less exposed to waves from the southwest, southeast and east also.

Lake captains and others interested are all agreed that Agate Bay needs most protection from southwest winds; that southeast storms are rare and that the waves of a continuous northeast storm cause more or less "dead swell" throughout the bay.

Burlington Bay is almost wholly sheltered from southwest storms by the rocky point which separates it from Agate Bay. It is thoroughly open and exposed to southeast storms and to a considerable extent to those from the northeast. The depth of water is sufficient for vessels, throughout the bay, up to an average distance of four hundred feet from the shore. A submerged rocky reef extends out in a southerly direction some five hundred feet from the eastern point of the bay. Excepting this, the bottom consists of clay with more or less boulders in different places.

Mr. Randell Hunt who gives these particulars says that this bay might be improved in several ways, such as the construction of a breakwater on top of the rock reef referred to, and of another from the rocky point on the west side of the bay, in an easterly direction for about six hundred feet. Behind this breakwater and up to about one hundred feet from the shore dredging should be done.

As regards Agate Bay, Mr. Hunt is of the opinion that the only practical method for making it a place of shelter for vessels is in the construction of breakwaters extending eastward and westward from either side and within a distance of about four hundred feet to the north of each outer point. The breakwater on the west side would have to extend out to the forty-foot contour; that on the east side might stop in twenty-five feet depth. With these breakwaters partial protection would be afforded from all except due south storms. Vessels would have to change anchorage from one side to the other of the harbor according as the storm may be from the southwest or southeast. In addition to these breakwaters some dredging would be required.

Some statistics of the business done and shipping improvements at Two Harbors form a proper sequel to these details. The ore docks, as completed, represent an expenditure of from \$275,000 to \$300,000. Their storage capacity is 10,000 tons, and they afford facilities for shipping over 1,000,000 gross tons in the season of six months. The merchandise docks have cost \$50,000. The arrivals and departures of vessels each season number about 900 and their tonnage amounts to 365,000. The shipments of ore last season were about 300,000 tons. This year the quantity will show a large increase owing to the revival of prosperity in the iron industry.—Duluth Herald.

MEANS FOR SAVING SHIPS FROM
FOUNDING.

One of the most important problems in marine engineering is an efficient means by which ships can be saved from foundering in case of collision or stranding. The ordinary bulkheads have proved to be almost useless in a great number of instances from various well known causes. Recently the subject has been thoroughly investigated by an ingenious inventor, Thomas Bridge, of Eastbourne, England, who has patented and practically introduced a new departure in means for this purpose, and which promises a complete solution of the problem. The invention is a rope net work and prepared canvas sheeting or tarpaulin with wool and india rubber, or other analogous materials, strengthened by and kept in position by means of timber or other battens. It is placed in position in platts or folds against the inside of the ship in order to prevent its rupture when the side or bottom of the vessel is penetrated by collision or striking on the ground. By this method of arrangement, and the manner in which it is disposed, it forms a system of expansive lining which can be fitted to the ship inside when unloaded. As a means of increasing its efficiency and affording additional safety, a supply of the same material is carried, which can be applied to the outside of the ship to stop a leak, and enable a vessel to keep afloat when damaged. The canvas sheeting is usually covered with a preparation of boiled oil, red lead and lamp black, but several other similar preparations are equally well adapted to the purpose.

When a ship thus protected becomes stranded on rocks or on the seashore, the lining acts in a similar way as when in collision, and unless the ship breaks up there is no danger of its becoming waterlogged. This lining is particularly flexible and yielding by being disposed in plates or folds, and will thus readily expand when the sides of a vessel provided with it is crushed in, and possesses ample strength to resist the pressure of water, and thus prevent the vessel from filling. This lining is intended for vessels of all sizes, and is at once inexpensive and efficient. It should be thoroughly investigated by all who have marine property interests, for by its application rates of insurance will be materially reduced, and the loss of property lessened to a very great degree.—American Inventor.

ST. LAWRENCE RIVER.

The Times has alluded to a proposition on foot to put a new line of steamboats on the St. Lawrence river to ply between Charlotte and Montreal. Charles F. Fisher, who has been in Rochester, arranging for a meeting of persons interested, says: "The plan is to organize a company with a capital of \$300,000 and to have three iron steamers constructed. Of course it will be impossible to have these boats ready for the season in case the company is organized. They will, however, be ready for business upon the opening of navigation next year. The model of the boats is after my own ideas, and, as you will see, it is something entirely new. They will be 185 feet in length, 44 feet beam and 27 feet deep. The engines will be of the horizontal style, thus avoiding a walking beam, and will be capable of driving a boat along at a speed of from eighteen to twenty miles an hour. The boats will be of the skimmer model, very flat on the bottom, and instead of cutting into the water, they will simply 'ride the waves like a duck.' The boats will make stops at Oswego, Kingston, Clayton, Thousand Island park, Alexandria Bay, Morris-town, Brockville and Ogdensburg.—Water-town Times.

AN OLD MAN-OF-WAR.

The old schooner Harriet Ross was towed to the Chicago drydock yard recently for a general overhauling. The Ross is entitled to rank as one of the oldest of the old-timers, and there is attached to her quite a romantic

history. She appears in the records as having been built by Keith of Buffalo in 1852, but investigations made when she was then in course of reconstruction established the truth of an old tradition that she was one of Commodore Perry's fleet at the battle of Lake Erie, in 1813. There are said to be timbers in the vessels which were hewed out by hand over seventy years ago, and while she has no rating in the Lloyds she is yet a staunch old craft and an excellent sailer. Whether she was used as a transport or was actively engaged in the famous fight is not known, but that she was in the thickest of the engagement was proved years ago, when several small shot were found imbedded in her oaken timbers. At all events, she was manned by intrepid Yankee seamen, and assisted in making for the brave Perry a reputation as one of America's greatest naval heroes. Mariners will never tire of recalling the warlike traditions which hover about this relic of the past, and no craft on the lakes creates more stir wherever she goes. She is owned by Captain Corbin, of Detroit, and will resume her place in the lumber trade as soon as her repairs are completed.—Chicago Inter Ocean.

HOOD OR CAP FOR PILES.

In the operation of pile driving it often occurs that the piles are either split or mashed down upon their tops by the concussion of the monkey or rammer. To overcome these difficulties, it is usual to strengthen the piles by securing a band around their upper ends; but this has been found unsatisfactory, owing to the expense and trouble attendant upon placing and removing the bands. Another disadvantage is in the use of toggle blocks placed on each side of the pile to hold it in place between the leaders to prevent lateral displacement.

A patented improvement brought out by William T. Casgrain, of Milwaukee, Wis., thoroughly overcomes these objections, dispensing with the bands and toggle blocks by providing a hood designed to rest upon a pile during the operation of driving. The hood consists of a metallic casting having a beveled recess at its lower portion to receive the upper end of a pile similarly shaped. The ends of the hood have grooves to engage the leaders of the driving frame, the grooves being beveled at their tops to permit the ready entrance to the lower ends of the leaders should the piles be driven to such a depth as to disengage the hood from its normal position. The upper portion of the hood is also recessed to receive and retain a short cushion having a strengthening band, and designed to take the blow from the rammer. Perforations are made in the sides of the hood to receive pins connected to links, which in turn connect with pins designed to enter perforations in the sides of the rammer. By this connection the hood can be readily united to the rammer and the whole raised and suspended at any height between the leaders of the driving frame when not desired for use.

In operation, the pile to be driven is started and the hood placed upon it in position. The rammer, when disconnected from the hood, is operated by the means ordinarily employed in this class of work. As the rammer descends it strikes against the cushion of the hood, and the pile is forced down by the blow, this operation being repeated as often as is necessary to sink the pile to the requisite depth. In the use of this hood the upper end of the piles are protected from the blows of the rammer and prevented from splitting or being mashed down during the process of driving, at the same time the expensive and troublesome operation of putting a band around each pile is done away with. After the pile is driven down to a sufficient depth the hood is connected to the rammer by means of the linked pins being relatively inserted in the perforations in the hood and rammer, and the whole hoisted up and secured until ready for another operation.

CHEAP EXCURSIONS TO GEORGIA.

We are pleased to announce to our readers that the Bee Line (C. C. C. & I. Ry.) has arranged for a series of cheap excursion to Georgia. Rates at less than half fare for the round trip will be made. Tickets to be good going on specified trains of May 31st, June 1st and 2nd, and will be good to return at pleasure within 30 days from date of sale. This will be the last opportunity of the kind. If for nothing but rest and recreation, the trip can be afforded. Special hotel rates have been secured. Full information can be had of all ticket agents of the C. C. C. & I. Ry. or D. & U. R. R.

OFFICIAL NUMBERS AND SIGNAL LETTERS.

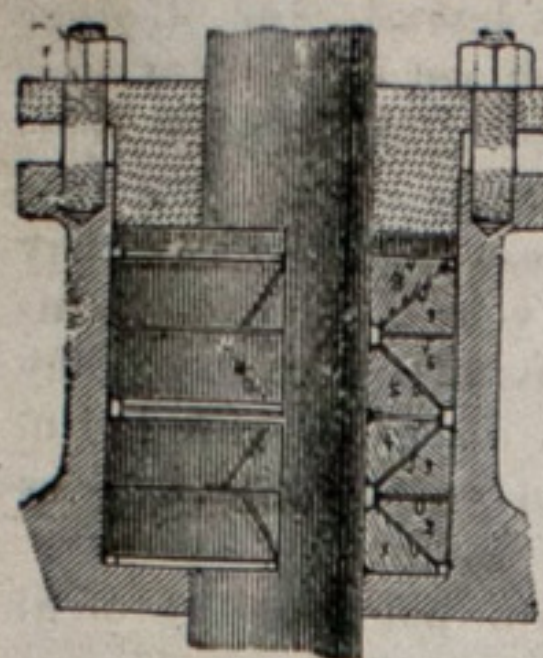
TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, May 3. 1886.

To the Editor of the Marine Record:
Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended May 1. 1886:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage.		Home Port.
				Gross.	Net.	
SAIL VESSELS.						
106,408	K D H R	Sc.	Amy M. Sacker,	119.87	113.18	New Bedford, Mass.
120,637		Sl.	Freda,	5-48	5-21	New York, N. Y.
85,919		Sc.	Gracie,	45-47	43 20	Noank, Conn.
95,877		Sc.	H. A. Hawgood,	127.65	121.71	Bay City, Mich.
91,832		Sl.	Martha,	15 01	14.26	Perth Amboy, N. J.
130,348	K D H S	Sl. yct.	Neptune,	18.90	17.96	New York, N. Y.
110,695		Sc.	Reliance,	64.57	61.34	San Francisco, Cal
116,095		Sl.	Sabino,	46.96	44.64	Bath, Me.
STEAM VESSELS.						
106,409		St. p.	Alaskan,	155.07	94.55	Port Townsend, Wash.
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14,444		St. s.	Katie and Sadie,			Wilmington N. C.
140,823		St. p.	Lizzie Bay,	176.39	176.39	Cincinnati, Ohio.
180,349		St. c. bt	Notter,	130 07	101.25	Buffalo, N. Y.
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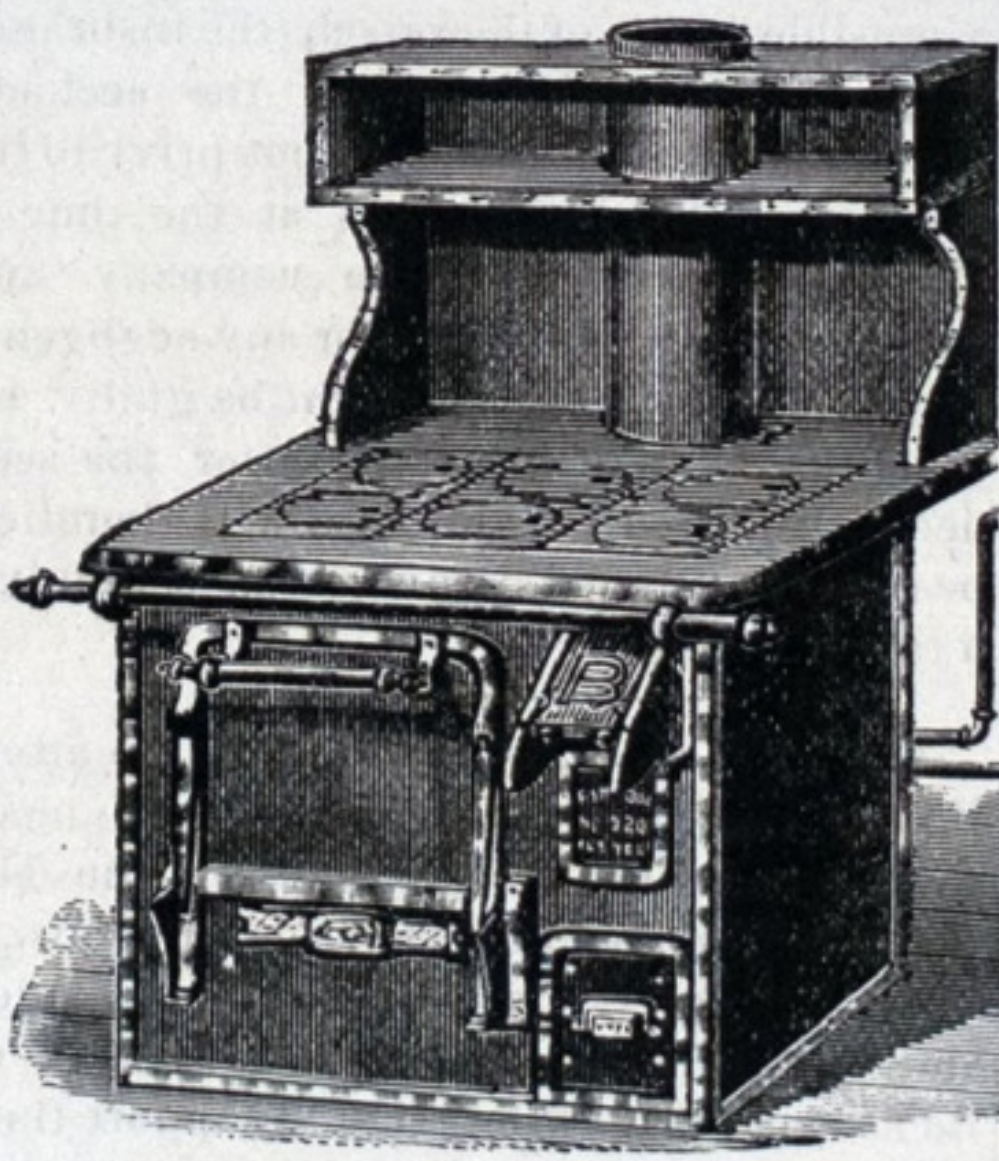
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months, and find it perfect in all respects. My wife is
well pleased with it. Have had no trouble to keep fire
all night with hard coal. Very truly yours,
DAN. H. KEYS, of Lloyd & Keys.

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Gentlemen.—We are much pleased with the Steel Plate
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Messrs. F. & H. BORN. Cleveland, O., Feb. 3, 1886.
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Superintendent Tuscarawas Children's Home.

Messrs. F. & H. BORN. Cleveland, O., Feb. 1, 1886.
Gentlemen.—In reply to your favor I would state that
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Steel Plate Ranges in our restaurant for the last six
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We can cheerfully recommend them to anyone in need
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Yours respectfully, RICHARDS & MCKEAN.



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Commencing Sunday, Nov. 29 1885, at 12 o'clock noon
the time given in the figures below is the new standard
(Nineteenth meridian) time, which is thirty-three min-
utes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express.....	92 55 A M	93 05 A M
No 8, N Y, B & A Express.....	98 25 A M	98 50 A M
No 26, Elyria Accommodation.....	17 45 A M	17 50 A M
No 24, Buffalo Ac'm via Sandusky	10 30 A M	10 50 A M
No 24, Toledo Accom via Norwalk	10 30 A M	10 50 A M
No 12, N Y & B Fast Express.....	22 10 P M	22 45 P M
No 14, Special New York Ex.....	3 00 P M	3 00 P M
No 2, Night Ex via Norwalk.....	9 40 P M	10 00 P M
No 22, Night Ex via Sandusky.....	9 40 P M	9 40 P M
No 26, Connect Accommodation	14 25 P M	14 25 P M

Westward.	Arrive	Depart.
No 1, Fast Limited Express.....	12 15 A M	12 25 A M
No 23, Mich Express via Sandusky	92 15 A M	92 15 A M
No 3, Chicago Express via ".....	26 00 A M	6 30 A M
No 25, Mich Accom Norwalk.....	16 30 A M	16 30 A M
No 21, Toledo Ex via Norwalk.....	112 50 P M	13 30 P M
No 5, St Louis Ex via Sandusky....	10 50 A M	11 00 A M
No 9, Chi Pac Ex via Norwalk.....	6 15 P M	6 40 P M
No 31, Elyria ac to Elyria only.....	14 30 P M	14 30 P M
No 27, Connect Accommodation.....	18 10 A M	18 10 A M

Sunday train for Nottingham—Depart 8:15 a. m.,
and 1:45 p. m.; returning, leave Nottingham at 8:50 a.
m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday,
‡ daily, except Monday.

A local Cleve' and New York sleeper daily on
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at Buffalo.

Following is the time in effect April 25, 1886, and un-
til further notice:

EASTWARD.	Arrive	Depart.
Buffalo Passenger	10 40 A M	10 45 A M
Chicago Passenger	9 00 P M	9 00 P M
Local Freight	4 40 A M	4 45 P M
WESTWARD.	Arrive	Depart.
Chicago Passenger	6 45 A M	6 45 A M
Fostoria Passenger	4 46 P M	4 51 P M
Local Freight	5 00 P M	5 50 P M

ROCKY RIVER ACCOMMODATION.

Depart—7:40 a. m., 1:35 p. m.

EUCLED ACCOMMODATION.

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iron breast hooks forward, collision bulkhead forward,
water tight bulkhead forward of boiler; iron coal
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Iron decks, bulwarks and deck houses; iron tow posts
aft. Heavy angle iron frames, with reverse bars on al-
ternate frames; ½ plate, steel floor plates; boiler, en-
gine and bearing foundation of iron. For sale cheap

GLOBE SHIPBUILDING CO.

Marine Record.

Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PROP'R

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ESCANABA, MICH.—Wm. Godley.

PORT HURON, MICH.—H. Maun.

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SARNIA, ONT.—D. McMasters.

Subscribers and others are respectfully invited to use the columns of the MARINE RECORD for the discussion of pertinent topics.

Entered at the Post Office at Cleveland as second-class mail matter.

CLEVELAND, OHIO, THURSDAY, MAY 13.

LIMITED LIABILITY.

The maritime question attracting more attention at this time among owners than any other is that of limited liability. It appears at first blush that the question involves but one definition, but the issues are manifold, and it is not yet satisfactorily settled whether the law conduces to the benefit of the owner of a valuable vessel or not, and especially if the master is the owner of the vessel. We last week published the decision of Judge Dyer relative to the case of the Oconto, which is fresh in the minds of our readers, and some months past the brief of Robert Rae, Esq., proctor in admiralty, Chicago, bearing on the same case. Mr. Rae realized the fact that if the case were admitted and tried by an admiralty court his opponents would win. He, therefore, made a strong and pungent argument against the jurisdiction of the admiralty court in the premises. His argument was not sustained, however, and the judge decided that the propeller Oconto, which had set fire to and destroyed thousands of dollars' worth of property in the City of Green Bay, was entitled to the benefits of the limited liability act, the judge holding that the rule of limited liability embraces all damage done by a vessel without the privity or knowledge of the owner whether on land or water; that the rule thus construed is a maritime rule or regulation; that being a maritime rule, courts of admiralty and maritime jurisdiction had authority to enforce it; such courts having jurisdiction to enforce the rule, and of the fund representing the value of the vessel, have jurisdiction of the enforcement of the claims on that fund as auxiliary and incidental to their jurisdiction of the main subject.

The act limiting the liability of owners of vessels applies to a vessel in a wrecked or valueless condition, according to Judge Brown, in an opinion which will be found on another page of this issue, although she be incapable of self propulsion or of carrying a cargo, and a case of this nature will come before the district court for this district, namely, Captain Smith vs. the owners of the tug Peter Smith, the merits of which will be remembered by our readers. In this case the administrators of Captain Smith sue for \$10,000 which the owner of the exploded tug petitions that his liability be limited to the remnants of the tug, which are of no value. We set forth in an article last week the laws relating to limited liability which it is not necessary to repeat at this time.

If the master of a vessel is also owner his responsibility, under the limitation act, is doubled, for the reason that it can be proven that disaster occurred through any negligence in handling his ship he is privy to the mishap; whereas, if the master is employed by the owner, who is not present at the time of the disaster to another vessel it can be easily shown that the owner of the vessel causing the disaster had no knowledge or privity of the affair and could not therefore be held for damages beyond the value of the vessel, notwithstanding the neglect of the officers of said vessels.

The points at issue would then cover responsible and irresponsible owners. We may cite, for instance, that under the limited liability act a vessel valued at \$5,000 may run down and sink one worth \$150,000, and the owners of the valuable boat, even if they should secure judgment, could not realize more from their misfortune than the \$5,000 value of the offending boat and her freight then pending. As a rule our valuable lake boats are placed under the charge of the most experienced and reliable men and the danger of collision or other mishap arises from collisions with vessels in charge of less competent seamen, men who have charge of less valuable boats.

Since the passage of the act of 1851, (upon which the rules embraced in the Revised Statutes are based) our commerce by water has been greatly increased and therefore liability to collision.

However, if the act limiting liability was not in force on the lakes and rivers as well as on the ocean, it would not be wonderful if the ownership of vessels would be driven from responsible ownership to men of straw, by the effect and operation of the law, which would lead to various discreditable resorts for avoiding the great and unlimited liability which would attach to floating property.

In opposition, then, to the presumption that a valuable vessel may be destroyed by a comparatively valueless one, the following important points may be advanced:

1. That the ownership of steamers will be retained in responsible hands, which will encourage investment of capital in this class of property.
2. Placing the inland steam navigation of the country on the same footing with other commercial countries.
3. Encouraging and sustaining the carrying trade in the hands of American citizens.

The course of British legislation for many years past has been to relieve the commerce of the country, so far as possible, of restrictions and liabilities, and where necessary that they be imposed to give a fixed and positive character. It was with this object that the act of the British parliament was passed, upon which our act of 1851 was based, but that the limit of liability might be even more positive than that then existing, viz., "the value of the vessel and the freight then pending," that body passed an amendment to the shipping act by which the maximum liability to be incurred was £15 per ton of the registered tonnage of the vessel, and in certain classes of accidents, in which no lives were lost, it was limited to £8 per ton of the registered tonnage of the vessel.

While Judge Brown does not send forth any definite opinion in the case at issue, he grants a new trial, on the ground that the ostensible owner of the vessel, (the insurance corporation) which caused the accident resulting in loss of life were not privy to the disaster, as the vessel was at the time in charge of a servant of the company and they were not responsible for any negligence of which said servant might be guilty beyond the value of the vessel after the accident. The result of this case will doubtless be closely watched by owners as it involves a rare principle.

We take this occasion to direct the attention of owners of individual and line boats to the necessity of maintaining the McNaughton range lights at Washburn, Wis., as boats can not safely depart at night unless they have this range to work by. While we do not hold that owners should support these aids to navigation, it is policy for them to do so until such time as the government can be prevailed upon to recognize their necessity. The annual cost of the McNaughton range lights, five in number, is about \$900, and they are so situated that steamers and barges, with tows, can arrive at and clear from Washburn at night without difficulty. As Washburn will this season loom up as a shipping port, it will be well to see that these lights are properly sustained.

OWING to the recommendation of General O. M. Poe, for the immediate enlargement of the locks at the Sault canal, and the reasons he gives for urging a liberal appropriation, much public interest will center at that point. The record of the canal for this season will be closely scrutinized and statistics will be of interest. The canal opened this season on April 25, and during the remainder of the month there passed through twenty-nine steamers, nine sail vessels, six rafts and unregistered tonnage, a total of forty-four. The aggregate registered tonnage was 22,018 tons, and the freight 13,261 tons. The registered tonnage which passed the canal during the first fifteen days of May, 1885, was 23,694 tons, as compared with 22,118 tons for the last six days of April this year.

In view of the facts from the international records, as well as the admissions and complaints of the exponents of public opinion in Canada, there can be no doubt as to what the British policy in the matter of commercial privileges for United States fishermen really is. It is altogether unlikely that any change in that policy will be brought about by Dominion demands at this time. The matter may remain in dispute for a while, but whenever it is finally settled the Americans will, without much question, be confirmed in the rights which they claim. Fishing rights are another thing entirely; and so far as these are concerned there is no controversy.

HERSEN'S island has become a terror to lake craft, while passing through St. Clair river, and one of the most important needs along that thoroughfare is a brilliant and well-kept light at its head. The instances are rare, however, of vessels, upward bound, grounding there, yet with all due deference they do occasionally crop out. A day or two since the well-equipped steambarge Alcona and consort, bound up, both deep laden, run on to the head of Hersen's island, but in the course of a few hours were released.

As evidence that lake carriers will continue to transport the heavy freight both ways, all builders of new railroads in the north and northwest are heading them for the lakes. The last feeder is a contemplated road, to be called the Lake Superior, Otterville & Southwestern railroad. The line will traverse a large wheat region, and the company, which is incorporated in St. Paul with a capital of \$3,000,000, has authority to build elevators and other terminal facilities. In contrast to the past decade, lake prospects look well.

We are under obligations to General O. M. Poe, U. S. engineer corps, Detroit, for a blue print showing the new range, the position of the light boats, the work under progress, and the work completed at the Lime Kiln crossing. Captains are invited to call in and examine.

A REWARD is offered for the recovery of the body of the passenger drowned from the steamer Mackinac, near Bar Point, Lake Erie, on April 15.

NOTICE.

CLEVELAND, O., May 5.

The Cleveland Vessel Owners' Association, operating the shipping offices at Cleveland and Ashtabula Harbor, O., for the benefit of its members, will keep its list open for a short time longer, for the admission of new tonnage. The rate for 1886, as established by the association is 3c per ton, net, custom house register for steam, and 4c per ton for sail and consort tonnage.

The certificate of membership, shown at the Chicago shipping office of vessel owners, will entitle its bearer to the benefits of that association. Any further applications for membership in our association should be made at once, as after the lists are reported to the shipping masters as complete, no other tonnage will be admitted during the season.

B. L. PENNINGTON,
Secretary and Treasurer.

FARM FOR SALE.

A fine farm on the banks of St. Clair river 8 miles from Port Huron and 4 from St. Clair, is offered at a bargain—74 acres for \$7,000; there are 65 acres under cultivation and balance woodland, and all under fence; the soil is clay loam, situated on a bluff and in rock salt belt of Michigan. This farm should find a purchaser very soon; the buildings are good and commodious, consisting of a frame house, two stories, with large rooms and in fair condition; horse barn, grain barn and granary; watered by St. Clair river. Terms of sale, \$3,000 or more down, and balance at 7 per cent.

GEO. W. SNOVER,
103 Griswold St., Detroit, Mich.

CANADIAN CANALS.

The canal statistics for 1885, just laid before Parliament, show that there was an increase of \$11,141, or about 3½ per cent, in the revenue of last year. The greatest decrease was in tolls on the Welland Canal, such decrease amounted to \$8,225. The only canals showing slight increase in receipts are the St. Lawrence, Newcastle, and Rideau. Including rebates, the total decrease in canal revenue in 1885, compared with 1884, was \$27,093. In accordance with the request of the shippers and forwarders of Montreal grain, tolls on the St. Lawrence and Welland canals were reduced to two cents per ton from the first of July to the end of the season. But the Commissioner says that the expectations of those who advocated such a reduction have not been realized, because, while there was a steady increase in

the quantity of grain which passed through the Welland canal, bound for United States ports, during a period of six years, the quantity that passed through the Welland and the St. Lawrence canals, bound to Montreal, was much less in 1885 than in any other preceding six years. This confirms the commissioner in his view that the policy of reducing the tolls on grain simply involves a loss of revenue without any prospect of an increase of traffic.

The quantity of grain that passed through the Welland canal in 1885 from United States ports to United States ports was 117,346 tons, compared with 104,537 tons in 1884. The quantity of grain that passed down the Welland and St. Lawrence canals from ports west of Port Colborne for Montreal was only 96,569 tons against 142,194 tons in 1884, 186,814 tons in 1883, and 332,806 tons in 1880. All the statistics go to show that the traffic formerly carried by the St. Lawrence navigation is being diverted to other routes by railways and the Erie canal.

The quantity of freight passed westward through the canals from Montreal has decreased from 37,190 tons in 1881 to 16,155 in 1885. In 1882 the grain carried to Montreal by the Grand Trunk and the Canadian Pacific railways was 75,026 tons, and by canal 230,055. In 1885 these figures were almost reversed, the quantity arriving by rail at Montreal being 160,821 and by canal 134,824. Railway traffic has increased as steadily as canal traffic has declined. Returns of the New York canals also show that the proportion of freight by the railway as against the canals continued to increase.

The merits of the fine iron, passenger steamer Darius Cole are being industriously sized up and she is rapidly gaining the favor of the traveling public on the river route. She has made the best time on record between Port Huron and Detroit, making seven stops. The old Star line management feel the competition and the rates between the terminal points, which were cut to half fare on the opening, have been gradually lowered five cents per day until it is demonstrated that if the reduction is continued longer neither line will realize profit from investment. The heaviest owners in the Star line is the Cleveland & Detroit Steam Navigation Company. This being the case there is no reason why Captain Cole should not carry the war into Lake Erie; and there is strong probability that he will put a good boat on the river route and carry passengers free, and place the Darius Cole, on the route between Cleveland and Detroit. The low fare which would result from this competition with the old line would be highly appreciated by the Cleveland patrons of the route and steps taken to keep up the competition. The Cole is fitted up in an elegant manner, she is speedy, a nice going boat, and if run in the daytime would secure much patronage.

ADVICES from Montreal show much improvement in freights over last season. The rates on grain are 2s 9d to Liverpool and 3s to London, Glasgow and other British ports. Several steamers have been chartered for grain cargoes to British ports, and about 1,000,000 bushels are in transit, principally corn from Toledo.

OBITUARY.

CAPTAIN C. A. DUBOIS.

Another vessel master of the Bradley fleet, leaving a host of friends to say kind words for him, is dead. Captain Charles A. Dubois died at his mother's residence, No. 32 Walnut street, at 6 o'clock Wednesday morning.

Captain Charles A. Dubois was 26 years of age. His father was killed in the late war. At 15 years of age Charles A. Dubois went as cabin boy under the late Captain Judson in the Selah Chamberlain. He afterward served as steward on the John Martin, was promoted before the mast and to second and first mate. Captain Bradley though much of him and put him in charge of the schooner S. H. Kimball. He sailed her during the seasons of 1883 and 1884 and was last season transferred to the James C. Harrison which was lost. The sailors who were with him when the J. C. Harrison went ashore off Au Sable last November will remember his kind disposition and encouraging words. He was slightly injured by being crushed about the chest, in the cabin, when the vessel was lost, but did not complain of it. He was exonerated from all blame in the loss of the vessel, but the accident worried him. In February last he was taken with a severe cold and has been confined to his home since. He was up and around the house until about three weeks ago, when dropsy set in in his lower limbs. His uncle, Walter C. Israel, arrived from Detroit. The remains will be taken to Detroit for interment.

DETROIT.

Special to the Marine Record.

May 11.—The body of John Bladis who was drowned from the lighthouse steamer Dahlia Sunday, May 2, was recovered the following day and was brought to this city by the steamer Milton D. Ward. An inquest held revealed the following facts in relation to his unfortunate taking off. The crew were engaged in lowering away one of the quarter boats, and Bladis ordered in the boat to unhook as soon as it reached the water. While in the bow of the boat and it suspended over the water, the tackle parted, pitching him into the water, and despite every effort to the contrary, he was drowned. Under these circumstances the officers in charge were censured by the jury.

The steamer Algoma, which navigates in the Straits of Mackinaw, is here for a general overhauling.

The propeller Newburg, en route from Chicago to Buffalo, struck on the head of Fighting island, in the Detroit river, and was compelled to send to the city for assistance. The first to respond to the call was the ferry steamer Fortune. The propeller's lines, however, proved insufficient to bear the strain of the Fortune's efforts, and soon parted. The tug Champion came next to the rescue, and, with her own hawser, soon had her afloat, making it evident that the Newburg's fit out was not of the first class order.

The tug Crawford, of Toledo, broke her wheel at the mouth of the Detroit river, on Friday, and was taken to Toledo to have it replaced.

The papers which daily come to hand continue to give every possible encouragement to vessel owners that everything is on the boom and good times are near at hand.

The schooner Young America is being converted into a wrecking vessel at this port, with all the requisite equipment in that line of business, and will be attended by a first-class tug.

The propeller Lycoming, en route from Chicago, and while on Lake Huron, Thursday, met with a general break-up in her machinery. Her cylinder heads, cross frames and other parts were badly smashed. She was towed to Port Huron, thence to this city to await the arrival of a tug from Erie to tow her to Buffalo. This is the most expensive accident of the season.

The new steamer Darius Cole was inspected on Friday, and, of course, found all right. She commenced her season's trips between Detroit and Port Huron Monday morning, and from this time on some evidence of fast running and cheap traveling may be expected, and it has already commenced.

The propeller E. K. Roberts, which plies to the fisheries on Lake Huron, took on board at Windsor a cargo of potatoes for the Duck island fishermen, the supply there having run out. You might as well deprive the German of his lager as a fisherman of his fish and potatoes.

The steamer Blanchard was the fifth boat of the Lake Superior Transit line to leave here on Saturday, and the departure of the steamer Toledo, Ward's line, was also an event of the evening.

The United States revenue steamer Fessenden came out from her winter quarters on Friday, and came to anchor off Bates street. She has received no repairs this spring in the line of painting and other dressing, and she does not present her usual inviting appearance.

The lake and river tugs thus far this season have had no reason for complaint; on the contrary, are passing to and fro with an average of three vessels. The tug W. A. Moore was the last to arrive at Buffalo with a tow of four, and the first to leave that port with a like number. Hi Eames has not forgotten his old tricks.

Captain Blanchard has his fleet of vessels all fitted out and in first class order for the season's business.

The new barge which has been in process of construction at John Craig's shipyard at Trenton, for D. Whitney, Jr., of this city, was launched on Saturday afternoon, and is a stanch-built vessel, which comprises the whole thing in a few words. Length 217½ feet, beam 37 feet, depth 16 feet.

The name of the new Wallaceburgh tug is the H. Sewell, which was inadvertently omitted in my last letter.

The Canadian propeller Ocean, Captain Towers, was the first arrival here from Lake Superior, en route to Montreal, on Friday last. She wintered at Port Arthur, and during the passage down passed through ice a distance of one hundred miles, which was in large fields and one foot thick. She had on board 16,000 bushels of wheat for the above port, but the modesty of her master forbade him giving the rate.

There are two tugs seen occasionally at

Windsor that are denominated wrecking tugs, named respectively the Jessie and the Folger. They are somewhat of the diminutive order. Whatever power they may possess toward rescuing a steamship or even a 1000-ton vessel, I have no means of knowing.

The railway steam ferry, Great Western, while lying moored at Windsor, on Saturday, with all hands on shore, took leave, on her own account, of her moorings, and drifted quite a distance down stream, narrowly escaping getting foul of an upward bound tow. Another of the steamers followed her up, brought her back, and ordered all hands on board. As marine matters are at a low ebb it made up an item.

The Garden island timber fleet from Lake Ontario, made their first appearance Saturday, bound for Traverse city, to load with timber for the Quebec market. The fleet consists of the steamer Calvin, schooners Russia, Denmark, Norway, and Bavaria, all of which are large carriers.

About midday on Monday, all eyes were turned toward Lake St. Clair to witness the arrival from Port Huron of the Idlewild and Darius Cole, pitted for the first time. The latter arrived about ten minutes ahead, but it is said the Idlewild called at the Star Island House while the Cole kept on. On returning the Idlewild left about five minutes ahead of the Cole in swinging out from the dock, and was well under way when the Cole started. The latter arrived at Port Huron at 8:45, just one and a half minutes ahead of the Idlewild. The latter, however, crossed the river and made a landing at Sarnia before stopping at Port Huron. Both races leave the question of superiority in doubt, and they will try conclusions again.

The wreck of the tug Bob Hackett, which was sunk in the Lime Kiln range last year, and was in a somewhat dangerous place for passing vessels, has been raised and removed by Dunbar's dredge.

The Bar Point lightship, lying at Amherstburg, has been sold, together with her outfit, to Detroit parties for \$1,000. She will be used as a lightship at the Straits of Mackinac. She was owned by the Canadian government.

Captain S. A. Murphy, of Detroit, has started an expedition to the "Soo" for the purpose of completing his contract with the underwriters to raise and tow the propeller Quebec to a port of safety. The Quebec is lying in about thirty feet of water. The captain of the steamer Pacific recently passed her, and he says that the water about her is all clear of ice and the vessel does not appear to have been damaged by winter storms.

HALL.

CLAYTON.

Special to the Marine Record.

Will any of the vessel owners try the "oil on the waves" this season and see what effect it will have in saving vessels and lives? Let us hear from some of you through the RECORD.

The steamer Rawson which was sold at auction at Ogdensburg, was purchased by Mr. J. Crouse, of Utica, N. Y. She will be used on the St. Lawrence this summer.

The steamer Anna Laura commenced her regular trips on the Cape Vincent route on the 10th.

Arthur Wood, superintendent of the marine railway at Ogdensburg, was severely injured by a plank falling upon him.

The first meeting of the Rochester capitalists, to form a company to run steamers from Charlotte to Montreal, was held Saturday at the Brackett house, Rochester. Owing to the absence of a New York gentleman, another meeting will be called. The company is to be called the Island & Rapids Navigation Company. We hope the project will be pushed and the steamers built, as the Canadian company has run this side of the lake a long time.

The steamer Maynard arrived up from Ogdensburg on Sunday forenoon. She will soon run on the route from Clayton to Alexandria Bay.

Captain Kendall's new scow will be launched this week.

Mr. Emery has appointed Captain Eldridge to command the steam yacht Calumet this season.

Eugene Bastian, engineer of the steamer Calumet, will put a new wheel on her. She is to have a new engine and boiler from New York, of a new pattern, and is to be the greyhound of the river.

PORT HURON.

The steamer Oconto is in Wolverine drydock where necessary repairs are being made. Her hull does not show much sign of the vicissitudes she has encountered. The iron sheeting along her hull is unbroken. Down under it can be seen that the bottom planks are considerably frayed and worn by grinding on the sand. Water drips from numerous seams, showing the

pressure of leaks, and toward the stern the bottom has a bulging appearance, the boat having become considerably hogged by the strains to which the hull was subjected. The insurance company will bear the expense of her repairs, and she will soon be afloat again.

EAST SAGINAW.

Special to the Marine Record.

The black line barges were all in the river during the week, secured loads and passed out again.

The barge Charles Spademan, by her tow line slipping off the tow post as she was leaving Eddy's mill the other day, ran into the M line barge George W. Wesley, breaking her anchor-stock, rail, and doing considerable other damage, causing her to go to Weldman's dock for repairs.

The propeller Porter Chamberlain and tow, left for Tonawanda Tuesday, lumber laden.

Frank Bassett, engineer of the fire tug David Sutton, had a plunge into the cold, swift moving river the other day at Carrollton, by stepping on the wheel chain just as the skipper was making the wheel revolve. The result was a quick bath. A life preserver and a rope soon brought Frank from the slippery elements, none the worse for his watery experience.

Captain Mike Mohar, of the steamer Lucille, left Tuesday for Erie, to purchase another boat, to place on the route with the Lucille. Captain John Devaney will take Captain Mohar's place during his absence.

On Tuesday last the Blodgett line of barges, consisting of the Hattie, Elma, Superior, and Oliver Cromwell commenced loading, the three latter at Bay City by 'longshoremen. The barge Hattie was loading at Williams Brothers' mill under contract with stevedores. The 'longshoremen, of Bay City, hearing of this, held a meeting Wednesday evening, and concluded not to load any of the Blodgett line of boats until the stevedores were discharged. A committee waited on Mr. Blodgett and informed him of their decision. He thereupon discharged the stevedores on the Hattie, the balance of the load was put on by 'longshoremen, and the loading of the other boats was completed.

Steambarge Abercorn loaded at Wright's mill on Tuesday last and left for Oswego. She will run in this trade during the season.

The barge Pacific has arrived with a load of stone from the Islands, for Remer Bros.' lime kiln.

The steam yacht Laulie, belonging to Harry Shaw, has had a new steel boiler placed in her, and the little craft is now the smartest of her inches on the river.

The city has been full of lumber buyers during the past week, but very little stock has changed hands, the mill men declining to meet the views of buyers as to prices. The only sale reported is 3,500,000 feet; price not fixed until stock is ready to ship.

The president of the Tittabawassee Boom Company has set Thursday of this week as the day for commencing operations. Mill men, as a rule, are not in a hurry to receive logs, owing to the flat condition of the market.

It is said that Detroit parties are figuring on purchasing the River line of steamers, Mason and W. R. Burt, to be used on the Detroit river. There is certainly no room for two lines of boats on the Bay City route, and if the opposition line gets another boat to run in connection with the Lucille, there will probably be some sharp figuring, which is not profitable to either party.

SHAW.

AMHERSTBURG.

Andrew Hackett, of Bois Blanc light, has received instructions from Ottawa, to mark out the new channel on Bar Point. He will at once move the red can buoy, at present in 14 feet of water, and will place six red spar buoys in a range between the red can buoy and the spot where the Bar Point lightship was stationed, thus marking out a direct course. Thursday night of last week, the large three masted scow schooner Grace Amelia, which has been lying all winter near the Canadian shore, a short distance below Windsor, was discovered on fire. The fire started in the cabin by the overturning of a charcoal stove. The Windsor fire engines arrived shortly after the alarm was sounded. The fire was soon got under control, but not until after the vessel was damaged to the extent of about \$2,800; insurance against fire \$2,000.

SARNIA.

The Sarnia Canadian says: "The schooner John Shaw, which loaded wheat at the elevator, can unquestionably claim the credit of being the finest craft that ever entered the port of Sarnia. While here she was visited and admired by a large number of people. She was built last season in Bay City, and has all the modern

improvements in lake ship building which long experience has suggested, and some new features which ship builders elsewhere might copy with advantage. She is 217 feet long, 37 feet beam, and 15 feet depth of hold. Like the United Empire she has steel arches in her sides. She carries 65,000 bushels of wheat. Her cabin, which is large and roomy, is a model of comfort. Everything in the shape of furniture is the best of its kind. She is commanded by one of her owners, John Shaw, a native of Canada."

BAY CITY.

Special to the Marine Record.

The barge Wenona, in tow of the tug George B. Dickson, while towing up the river at 12 o'clock Wednesday night, ran into the swing of the Third street bridge, doing the same considerable damage. It is claimed by the captain that the bridge tender was asleep and paid no attention to the tug's whistle. The barge received no injury.

The barge S. T. Atwater came in, from outside Wednesday, in tow of the tug Dickson, having been dropped off from the steambarge Alpena's tow off the Charities. The Atwater, while off Lexington, ran into a sunken cake of ice, and sprung a butt which caused quite a leak. Men were taken from the other barges and they kept her free until her arrival here, when she was put in the Bay City drydock for repairs.

The steambarge P. H. Birkhead of the T. & S. T. Company's line, left the river Friday with the largest fleet of the season, as follows: Minnie E. Orton, 650,000 feet; Kate Brainard, 550,000 feet; Troy, 700,000 feet; Montpelier, 360,000 feet; Autanto, 400,000 feet; Charles Spademan, 325,000 feet. The total amount of lumber, including 300,000 feet the Birkhead carries, makes a grand total of 3,285,000 feet.

Misfortunes never come singly. Through a misunderstanding of the captain's bell, the steambarge A. A. Turner, ran into the east end of the Michigan Central railroad bridge, nearly pushing the superstructure off the stone piers. A large force of men were at once put to work, and after three days, trains are now passing over as usual. Earlier in the morning the Third street bridge was knocked out by the Atwater, and as the Twenty-third street bridge is closed for repairs, there is no communication between Bay City and West Bay City except by ferries, which have had a harvest during the week.

A deckhand on the propeller Bell Cross, loading at Green & Stevens' mill on Stone island, fell into a hatchway and was seriously injured. Beside numerous bruises his left leg was fractured.

The propeller Cleveland and four barges arrived in the river on Sunday, from Cleveland, and all secured loads.

While the propeller Saginaw Valley was at East Tawas on her last trip in, a sailor by the name of O'Conner, fell in the hold and a heavy truck falling on him at the same time, crushed his leg in a horrible manner. It was amputated at St. Mary's hospital, East Saginaw, on Saturday last.

The 'longshoremen's union have decided to boycott all boats taking on a partial load of lumber at Saginaw with the stevedores and who finish out their loads at this end of the river. George Fargo, secretary of the 'longshoremen of this city, has notified a number of owners, and up to the present time captains loading as above, were compelled in numerous instances to discharge the stevedores and hire 'longshoremen in their places. There is no stevedores' union here to assist those up the river. The East Saginaw stevedores, however, do not intend to be handicapped in this manner. They propose that our 'longshoremen shall finish the loads they have begun, and to make this arrangement, Dan Sidler, marshal of the Saginaw stevedores, was in the city. He says if the Bay City 'longshoremen do not finish out the boats the East Saginaw stevedores will come to this city and do it for them; that the stevedores' union is no small affair, having one hundred and fifty members, and can spare enough men to load all boats coming from Saginaw to this city.

The stevedores are credited with being "hustlers," having loaded the barge W. L. Peck recently in fifteen hours with 500,000 feet of lumber.

No less than four rafts, being towed, two in each direction, came in contact with each other at the Third street bridge last week, together with five tugs and their tows, and for a while there was a puzzle equal to the 13, 14 and 15.

SHAW.

G. F. Sheldon & Son have refitted and opened their meat market at Ashtabula Harbor, with a choice lot of meats for the marine trade. They will keep constantly on hand the best quality meat.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record.

CHAPTER LXIX.

There were 621 disasters on the lakes during the season of 1866. The losses on hull and cargo, however, were not definitely computed, although varying not far from \$1,300,000, the loss of life, as has already been stated, being 173. The following craft passed out of existence, hull and cargo included:

Steamer May Queen, burned at Milwaukee, \$10,000.
 Steamer Windsor, burned at Detroit, and thirty lives lost, \$18,000.
 Steamer Forest Queen, dismantled and made a barge, \$10,000.
 Steamer Planet, dismantled at Manitowoc, \$10,000.
 Steamer R. R. Elliott, dismantled at Detroit, \$5,000.
 Steamer Ranger, lost near Port Stanley, Lake Erie, \$14,000.
 Steamer Clifton, dismantled at Owen Sound, \$8,000.
 Propeller City of Buffalo, burned at Buffalo, \$75,000.
 Propeller Mary Stewart, wrecked at Grand Haven, \$30,000.
 Propeller Whitby, wrecked in Lake St. Francis, \$15,000.
 Propeller F. W. Backus, burned at Racine, \$30,000.
 Tug O'Brien, exploded in Niagara river, \$6,000.
 Tug Daniel Boone, burned at Buffalo, \$3,000.
 Tug City of Buffalo, burned in Niagara river, \$6,000.
 Bark J. P. King, wrecked on Long Point and fourteen lives lost, \$28,000.
 Bark Ocean Wave, wrecked in Green Bay, \$8,000.
 Bark Great West, wrecked on Racine reef, \$18,000.
 Bark John Sweeney, wrecked at Muskegon, \$8,000.
 Brig Sarah C. Walbridge, wrecked below Cleveland, \$5,000.
 Brig, E. W. Cross, wrecked at Chicago, \$9,000.
 Brig Alex Mitchell, lost in a gale on Lake Michigan, \$4,000.
 Schooner Wings of the Wind, sunk by collision in Lake Michigan, \$16,000.
 Schooner L. C. Butts, No. 1, wrecked at Forest Bay, Lake Huron, \$5,000.
 Schooner Elm City, burned at Erie, \$8,000.
 Schooner Arabian, wrecked at Cleveland, and four lives lost, \$6,000.
 Schooner Alice Grover, wrecked near Cleveland, with loss of one life, \$4,000.
 Schooner J. M. Lee, lost near Buffalo, \$3,000.
 Schooner Philena Mills, wrecked below Cleveland, and three lives lost, \$4,000.
 Schooner Coquette, foundered in Lake Michigan, with loss of four lives, \$3,000.
 Schooner Nonpareil, wrecked on Middle Island, Lake Huron, \$10,000.
 Schooner Autocrat, sunk by collision in Lake Michigan, \$25,000.
 Schooner America, lost on Lake Michigan, \$4,000.
 Schooner Elmira, lost on Lake Ontario, \$6,000.
 Schooner George C. Drew, wrecked on Charity island, Lake Huron, \$4,000.
 Schooner Puritan, wrecked on Buffalo breakwater, \$4,000.
 Schooner Junius, wrecked on Long Point, \$8,000.
 Schooner M. S. Scott, wrecked at Racine, \$25,000.
 Schooner Hiawatha, sunk by collision in Lake Michigan, \$18,000.
 Schooner Louisa, wrecked at Big Sodus, Lake Ontario, \$9,000.
 Schooner Roanoke, wrecked at Pentwater, Lake Michigan, \$3,000.
 Schooner Pioneer, wrecked near Grand Haven, Lake Michigan, \$2,000.
 Schooner Alma, foundered in Lake Erie, and six lives were lost, \$8,000.
 Schooner O. V. Brainard, wrecked at Port Hope, Lake Ontario, \$5,000.
 Schooner Bay Queen, wrecked at Port Colborne, \$18,000.
 Schooner Tom Wrong, wrecked at Port Burwell, \$5,000.
 Schooner M. Ballard, lost, with all hands, in Lake Ontario, \$25,000.
 Schooner Garry Owen, wrecked in Lake Erie, \$6,000.
 Scow Pacific, wrecked at Port Burwell, \$2,000.
 Scow Lone Star, wrecked at Fairport, \$2,000.
 Barge Ark, wrecked on Lake Huron, and four lives lost, \$5,000.
 Barge Experiment, wrecked on Lake Huron, \$3,000.
 Barge Sheridan, wrecked at the same time and place, \$3,000.
 Total loss, \$569,000.

CHAPTER LXX.

The following are among the more prominent incidents which occurred during the navigation of 1867:

February 23. Navigation opened between Detroit and Amherstburg; the steamer Pearl commenced plying.
 March 25. Navigation opened on the Saginaw river.
 March 26. Steamer Seabird commenced plying on Lake Michigan.
 April 8. Navigation opened between Detroit and Alpena, the propeller Genesee Chief the first boat through. Navigation between Detroit and Cleveland, and the steamer Morning Star, Captain E. R. Viger, first boat through. Steamer City of Cleveland dismantled and converted into a tow barge.
 April 10. Schooner J. O. Moss from Sandusky, the first vessel up through to Lake Huron.
 April 13. Steamer Saginaw arrived at Bay City from Detroit, the first arrival of the season.

April 15. Navigation opened between Cleveland and Dunkirk.

April 18. Navigation to Port Colborne. The propeller Empire arrived at Cleveland. Navigation opened at Buffalo, the propeller Congress arrived there.

April 22. Navigation through the Straits of Mackinaw; the propeller Montgomery passed through.

May 4. Navigation open to Lake Superior, the steamer Keweenaw, Captain Albert Stewart, first boat through the Sault canal.

May 5. Buffalo harbor blockaded by ice for several days, and a large fleet delayed outside.

May 9. Second opening of Buffalo harbor, and vessels departed.

May 21. Propeller Wisconsin was burned on Lake Ontario and fifty lives were lost. Heavy northeast gale throughout the lake region, with much loss and damage to the shipping.

June 2. Tug Waters W. Braman arrived at Detroit from sea.

June 9. Tug Reindeer passed Detroit from the seaboard, en route to Lake Michigan.

June 10. Tug Tempest arrived at Detroit from Philadelphia. Steamer Admiral Porter passed up from the seaboard.

June 16. Steamer Washington passed Detroit, en route to Lake Michigan, from the seaboard.

June 22. Tug Relief exploded on Saginaw river, but no lives were lost.

June 26. Tug Waters W. Braman was burned at Point au Pellee; a total loss.

July 11. Tug Balize, formerly the Mary Grandy, arrived at Detroit from New York City.

July 18. Tug H. Johnson exploded on the Saginaw river, and four persons were killed.

The U. S. lighthouse steamer Haze arrived at Detroit from New York for lake service.

July 20. Propeller Gen. H. E. Paine passed Detroit, en route to Lake Michigan, from New York City.

August 14. Propeller Magnet was sunk by collision with steamer Bay State in Lake Ontario.

August 18. Tug Dispatch was burned at Sandusky, and was a total loss.

September 6. Tug Clematis, formerly the Maria Love, arrived at Detroit from New York City.

September 19. Tug W. K. Muir exploded in the St. Clair river, killing all hands, seven persons.

Schooner Light Guard, with 19,902 bushels of wheat, passed through the Welland canal; the largest cargo on record.

September 26. Violent northeast gale throughout the lake region.

September 28. George Chapman fell from masthead of schooner Monitor to the deck, a distance of sixty-five feet, at Mackinaw, and survived his injuries.

October 12. Schooner Mary Elizabeth foundered in Lake Erie, and all hands, six lives, were lost. Port Burwell was declared closed to navigation, the entrance being barred by sand.

October 16. Barks American Union and C. J. Wells had a trial of speed from Buffalo to Chicago, the latter proving victor by four hours.

November 4. Heavy northwest gale of three days' duration throughout the lakes. Much damage to the shipping, and many lives lost. Propeller Acme foundered off Dunkirk.

November 8. Propeller North, burned in St. Clair river. Propeller Antelope burned at Buffalo. Propeller Portsmouth becomes a total loss at Middle Island, Lake Huron.

November 30. Propeller Owego, wrecked at Barcelona, with loss of five lives.

December 9. Bark J. G. Masten and schooner J. Bigler from Chicago, with grain, laid up at Detroit on account of ice.

December 10. Propeller Oswegatchie arrived at Detroit from Lake Ontario and laid up for like cause.

December 11. Navigation closed for the season.

The Detroit and Cleveland line, season of 1867, was composed of the steamers Morning Star, Captain E. R. Viger, and the R. N. Rice, (new), Captain Wm. McKay. Keith & Carter, agents at Detroit, and L. A. Pierce at Cleveland. The Lake Superior line, with masters, were as follows:

Steamer North West, Captain Ben Wilkins. Steamer Illinois, Captain F. S. Miller.

Steamer Keweenaw, Capt. Albert Stewart. Propeller Concord, Captain Allan McIntyre.

Propeller Ironsides, Captain J. E. Turner. Propeller Meteor, Captain Thos. Wilson.

Propeller Northern Light, Captain M. H. Murch.

Propeller Iron City, Captain John Haloran.

Steamer Alpena, Captain J. Robertson, Detroit and Lake Huron.

Steamer Susan Ward, Captain W. E. Comer, Detroit and Alpena.

Steamer Reindeer, Captain M. S. Lathrop, Detroit and Port Huron.

Steamer Huron, Captain D. Cole, Detroit and Saginaw.

Steamer Island Queen, Captain Allen Kirby, Detroit and Sandusky.

Propeller S. D. Caldwell, Captain B. G. Sweet, to Lake Erie ports.

Propeller City of Detroit, Captain Thomas H. Austin, Buffalo and Chicago.

Propeller Burlington, Captain H. McFarland, Buffalo and Detroit.

Propeller Tioga, Captain Drake, Buffalo and Detroit.

Propeller Olean, Captain Wm. Thorne, Buffalo and Detroit.

Propeller Saginaw, Captain E. B. Newhall, Buffalo and Saginaw.

Propeller Niagara, Captain A. Dodge, Buffalo and Detroit.

Steamship Milwaukee, Captain J. F. Trowell, on Lake Michigan.

Steamer Saginaw, Captain H. D. Nichols, Detroit and Saginaw.

Steamer Marine City, Captain P. Kenyon, Detroit and Saginaw.

Propeller Dictator, Captain R. Stoddard, Buffalo and Detroit.

Agencies at Detroit, A. Cheesebrough, J. L. Hurd & Co., S. Patten, Brady & Co., N. J. Rodier.

The steamer R. A. Rice, built at Detroit, for the Detroit & Cleveland Navigation Company, came out new this season, and rated 1068 tons burden, and was officered as follows: Captain, Wm. McKay; first officer, Hector McKellar; second officer, Kennerh Finlayson; first engineer, Joseph Cook; second engineer, John Stephens; clerk, O. Cook; steward, Thomas Hill.

Iron ore, from Marquette to Cleveland, early in the spring, \$4 50, owners refusing to contract for the season at those rates. Escanaba to Cleveland, \$3 50; lumber, Bay City to Buffalo, \$5 00; Bay City to Chicago, \$4 00. Wheat, Chicago to Buffalo, 8 cents; to Oswego, 12 cents.

Only two European voyages were made this season. The bark Cecelia, Captain Hunter, sailed from Toronto for Liverpool, April 16, with a cargo of plaster. The schooner Narragansett, Captain Murphy, November 6, with petroleum. The Chenango and Dreadnought were also chartered, but did not depart.

LITERARY NOTICES.

THE MAY CENTURY.—"Hawthorne's Philosophy" is the article which will first catch the attention of many readers of the May Century, partly because his personality is one of lasting interest, and also for the reason that his son who writes the paper, has an intimate philosophical way of appreciating the elder's genius. In the frontispiece portrait, after a daguerreotype, we have the novelist as he appeared, with clean-shaven face, in 1848, while he was surveyor in the Salem custom house. With the article appears, also, a portrait from a photograph taken about 1862. Of peculiar literary interest beside are Clarence King's vivacious account of a hunt in Spain for an old barber's basin, such as is known to readers of Cervantes as "The Helmet of Manbrino;" and the third chapter of "Zweibak; or, Notes of a Professional Exile." With the illustrated papers should also be mentioned the chapters on the war, which include General McClellan's last magazine article, with a fac-simile, it is supposed, of the very last paragraph written by him for publication. The seventh chapter of Mr. Goss's "Recollections of a Private" deals with the period of the reappearance of "McClellan at the Head of the Grand Army." General D. H. Hill describes, with stirring anecdotal interest, "The Battle of South Mountain," which was the severe conflict, preliminary to Antietam. In conclusion General Hill advances a very interesting reason for the ready and lasting return to good fellowship between the sections.

THE ATLANTIC.—The first two chapters of William Henry Bishop's new serial, "The Golden Justice" appears in the Atlantic for May. Charles Egbert Craddock's installment of "In the Clouds" is in her best manner. Henry James continues his "Princess Casamassima." The fiction of the number is completed by a tender little sketch of New England life, "Marsh Rosemary," by Sarah Orne Jewett. Mr. John Fiske continues his papers on American History. Mr. E. P. Evans has an instructive paper on "The Aryan Homestead." Mr. Maurice Thompson has an article on "Bird Song." Mr. W. J. Stillman contributes "Memories of London." Houghton, Mifflin & Co., Boston.

HARPER'S MAGAZINE for May is in every way a strong number. The frontispiece is an engraving by Closson from "Faith," a painting by E. Armitage, R. A., one of the illustrations for an article by William H. Ingersoll, entitled "Portraits of our Saviour," a beautifully illustrated paper on a subject especially interesting to the christian reader and to the art student. The number opens with an entertaining description of the "fashionable arrangements" that make up what is known as "The London Season," illustrated by eleven characteristic pictures drawn by George du Maurier. The second part of Mr. Charles Dudley Warner's story, "Their Pilgrimage" is located in the Catskills. This story is of summer life at American pleasure resorts, is unique in its conception and is admirably well executed. Mr. Reinhardt's spirited drawings add greatly to its interest. Passing from this to Mr. Blackmore's novel "Springhaven," the reader cannot fail to be delighted with the author's quaint and charming description of English country life. The story is illustrated by Alfred Parsons and Frederick Barnard. R. F. Zogbaum contributes another of his interesting military papers, entitled "With the Bluecoats on the Border," illustrated from his own drawings.

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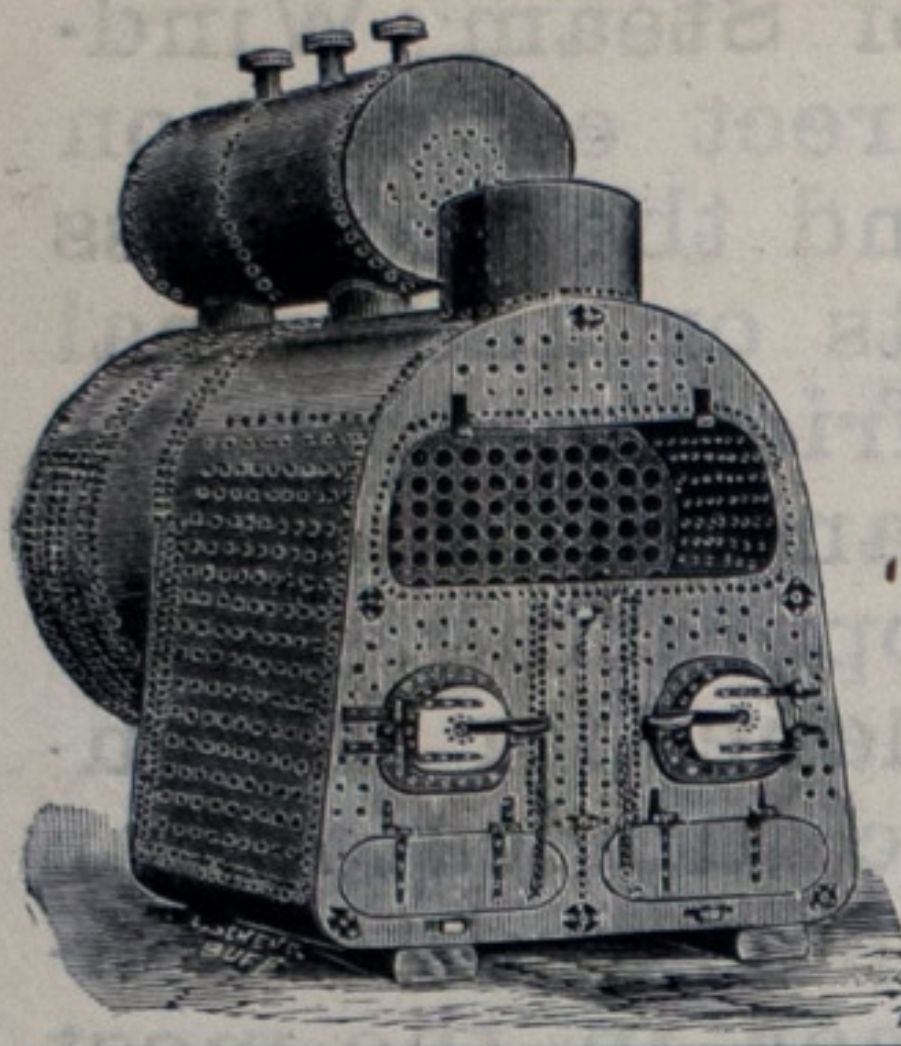
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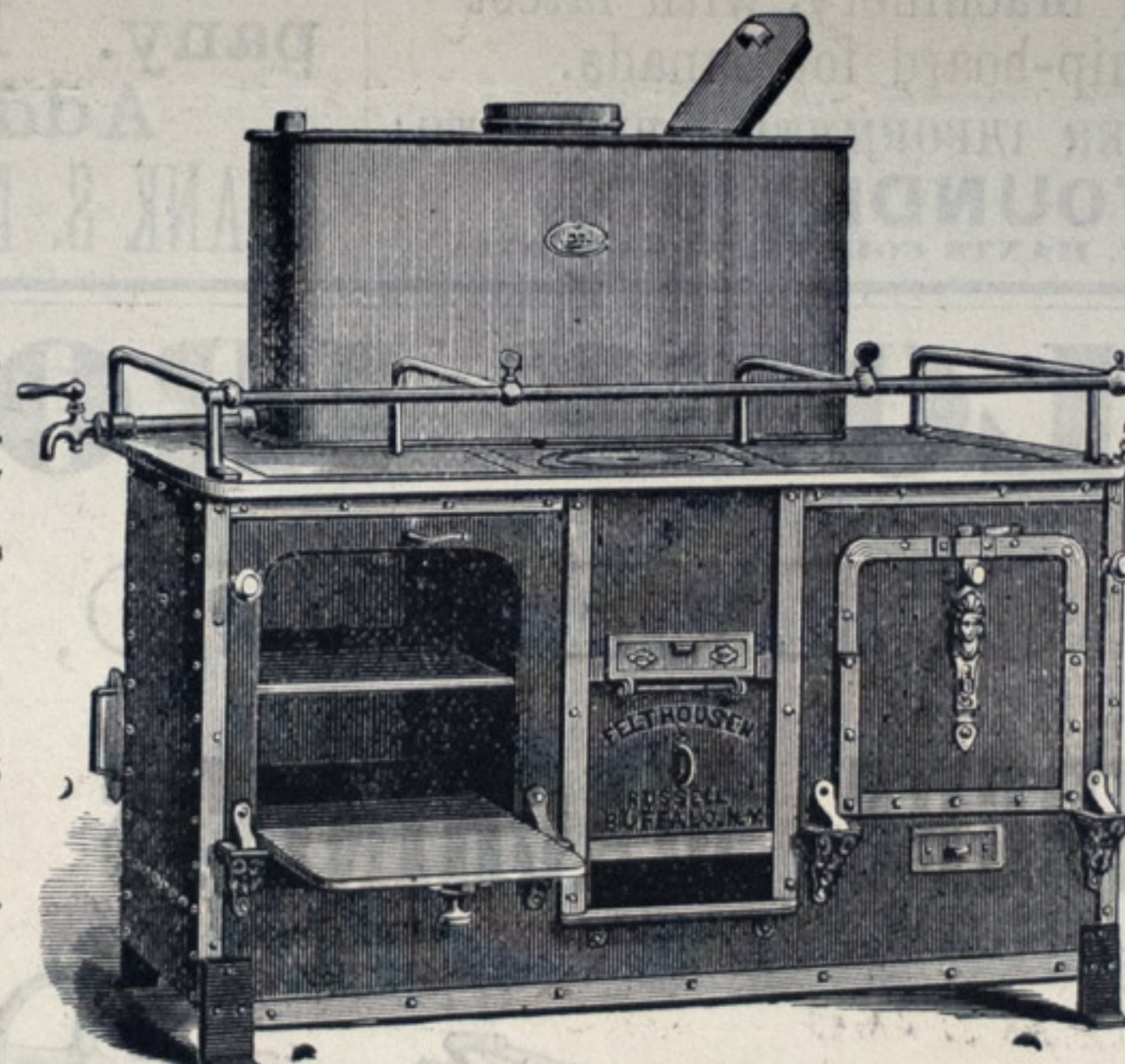
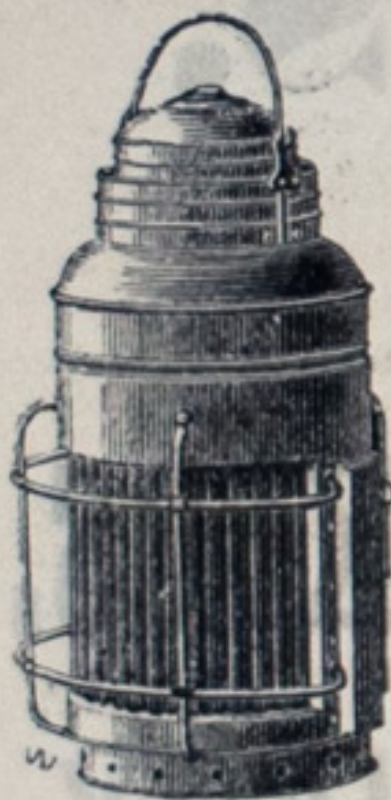
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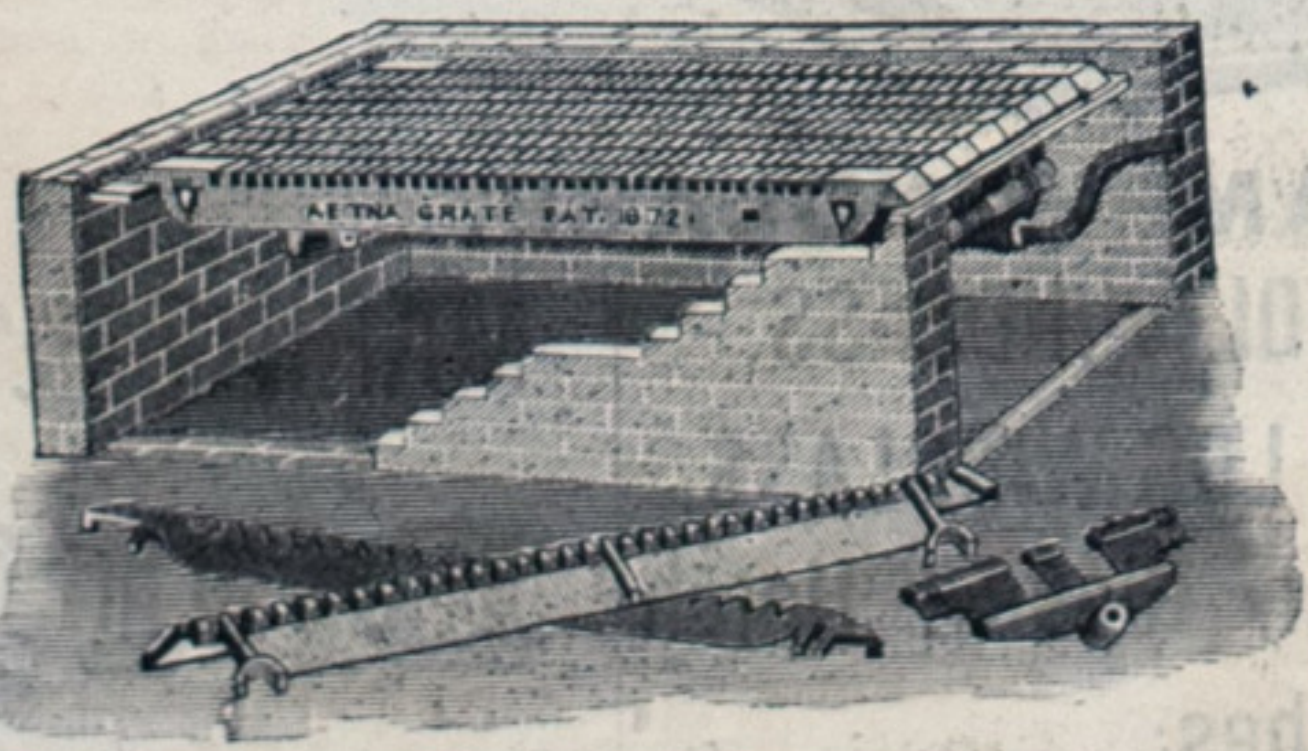
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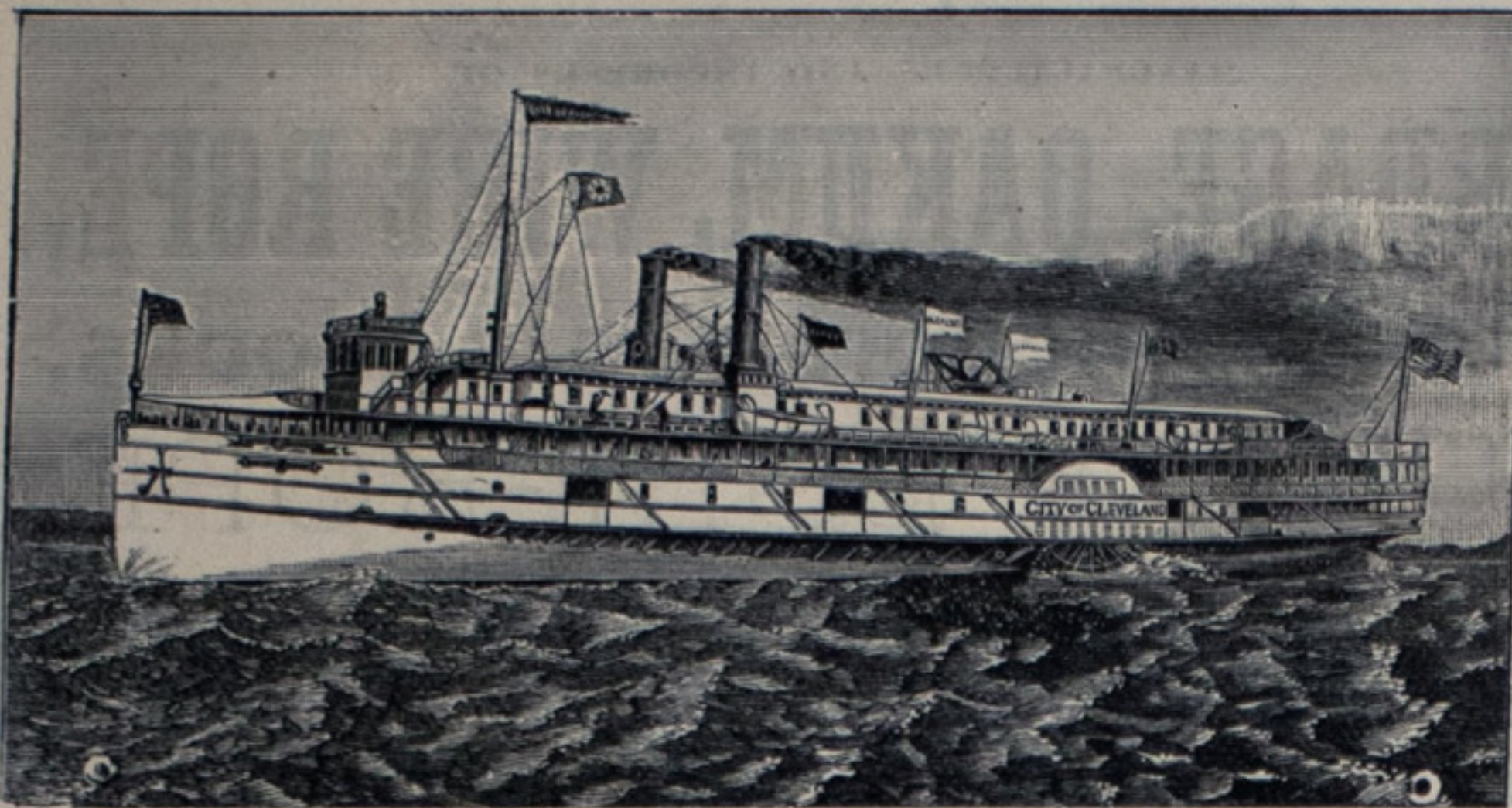
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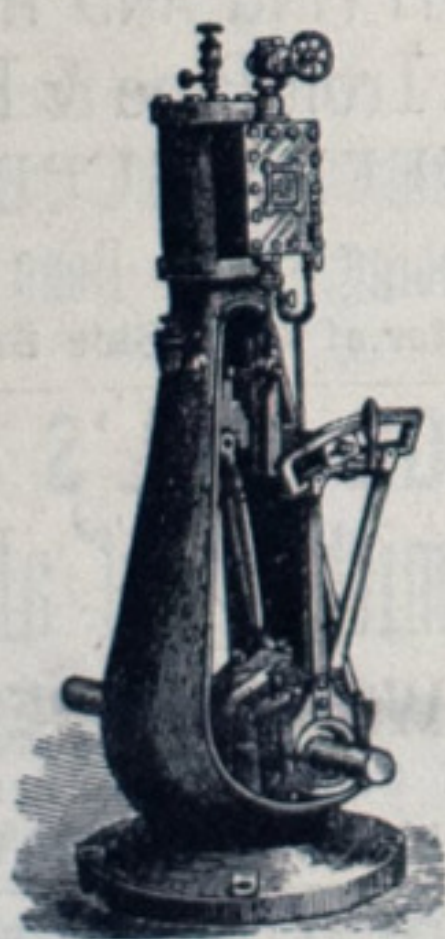
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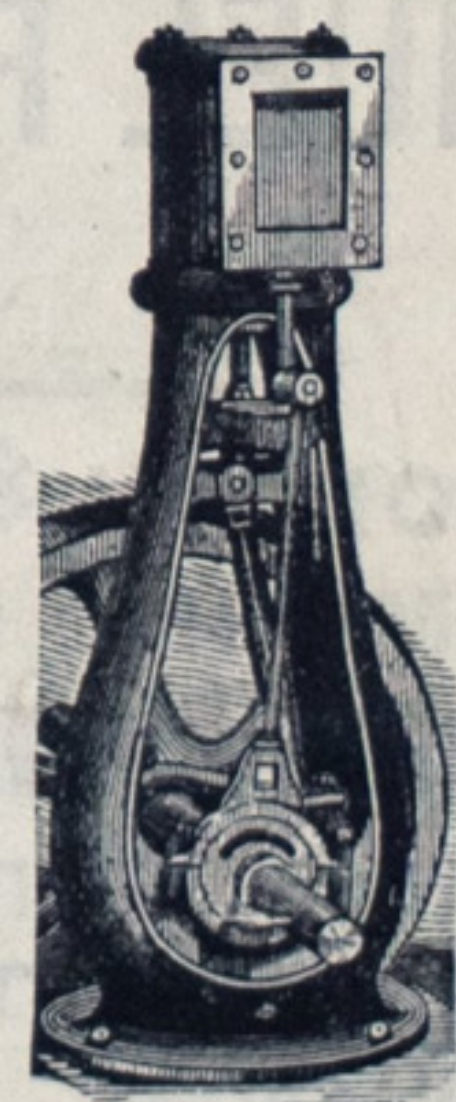
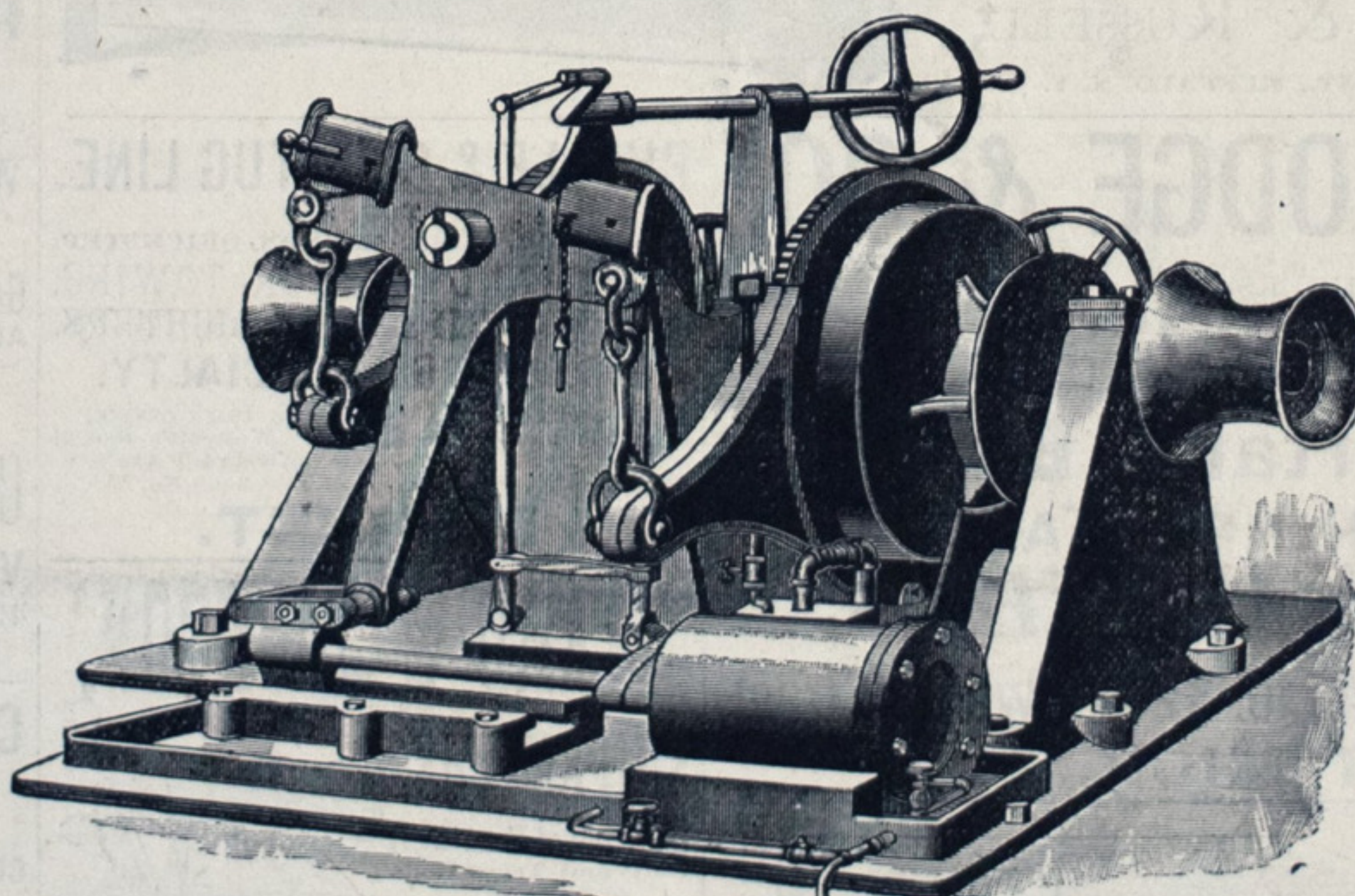
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